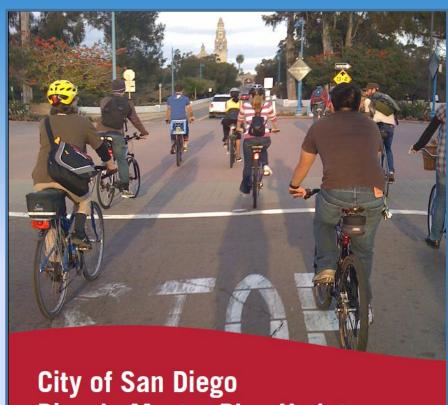


City of San Diego Land Use & Housing Committee

February 8, 2012



Bicycle Master Plan Update

San Diego, California

FINAL DRAFT - April, 2011

PREPARED BY: e City of San Diego

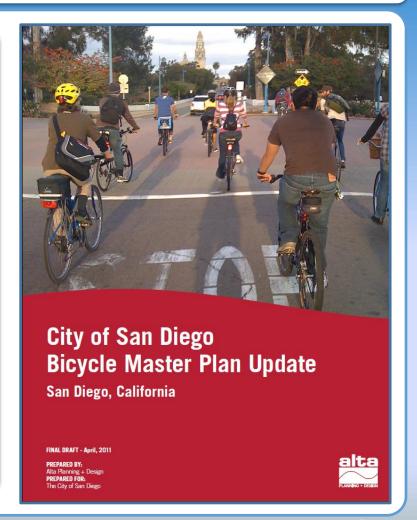




Project Information



- Update to City's 2002 Bicycle Master Plan (BMP)
- Funding: \$150,000 grant
- BMP Update Timeline:
 - Kick-Off: Sep 2008
 - Public outreach: May-June 2009
 - 1st Draft: May 2010
 - Public comments & 2nd round of workshops:
 Summer 2010
 - Final Draft: June 2011







Goals and Policies



Goals

- A city where bicycling is a viable travel choice, particularly for trips of less than five miles
- A safe and comprehensive local and regional bikeway network
- Environmental quality, public health, recreation, and mobility benefits through increased bicycling



Policies

- Implementation over the next 20 years
- A bicycle network that is feasible, fundable, and serves bicyclists' needs
- Maintain and improve the bikeway network
- Provide safe, convenient and adequate bicycle parking
- Increase the number of bicycle to transit trips
- Develop educational programs
- Enforcement of bicyclist's equal right to roadway





Purpose of the Plan









Define High Priority Projects



Identify
Needed
Facilities and
Services



Improve safety and Encourage Cycling



Enhance the Quality of life in San Diego





Outreach Strategy





Community Meetings



Project Working Group



Bicycle User Survey





Public Workshops





Types of Bikeways



Shared -Use Paths: Class I

Also known as "off-street paths" and "shared-use paths" are used by various non-motorized users, including pedestrians, cyclists, in-line skaters, and runners, and have their own right-of-way separated from the roadway.



Bike Lanes: Class II

Bike lanes are on-street travel lanes designated to include bicycle travel; bike lanes are separated from vehicle travel lanes with striping and also include pavement stencils.



Signed Shared Roadway: Class III

A Signed Shared Roadway is a bikeway where cyclists share the travel lane with motor vehicles. It can be designed with the use of "Share The Road" signage and/or supplemented with "Sharrows".



Bicycle Boulevard:

Bicycle boulevards are local roads that have been enhanced with treatments that prioritize bicycle travel. These treatments might include wayfinding signage, pavement markings, and traffic calming features.

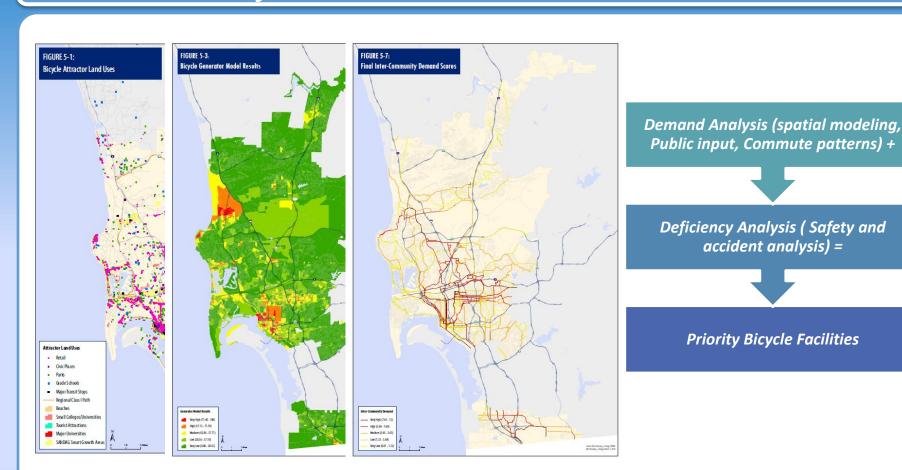






Needs Analysis



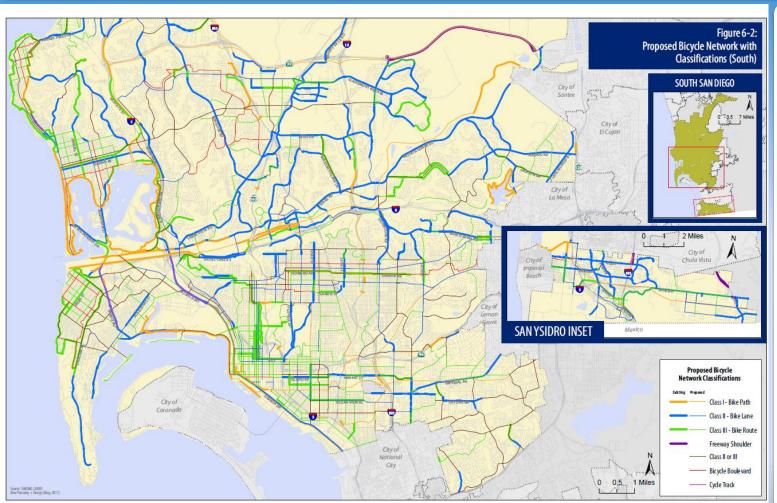






Bicycle Facilities Recommendations





Miles of Existing:

Class I: 72.3

• Class II: 309.4

Class III: 112.9

Miles of Proposed:

Class I: 94.1

• Class II: 140.6

Class III: 171.2

Class II/III: 143.4

Bicycle Blvd: 39.4

Cycle Track: 6.6

Total Miles:

Class I: 166.4

• Class II: 450

Class III: 284.1

• Class II/III: 143.4

• Bicycle Blvd: 39.4

• Cycle Track: 6.6

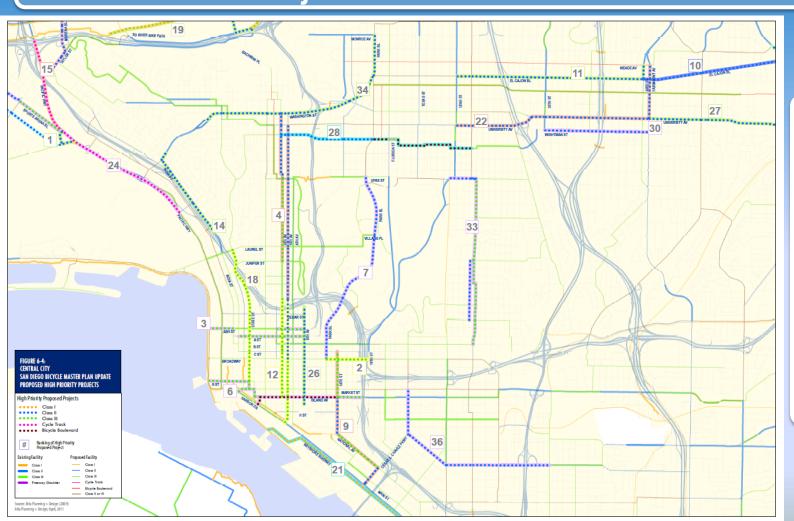
Grand Total: 1090





Prioritized Projects Based on Need





40 Highest Priority

Total Miles: 63.26

Class I: 4.96

Class II: 42.94

Class III: 9.81

Bicycle Blvd: 3.19

Cycle Track: 2.36

Cost Estimate:

• \$34,714,706





Bicycle Parking



Support facilities, such as bicycle racks on buses, and trains, and showers, and lockers, make bicycle commuting safer, more convenient, and more practical. These facilities are especially important at major destinations, such as school, commercial and employment area, transit stops, park-and-ride lots and community recreation areas.

Short Term Bike Parking

Accommodates visitors, customers, messengers and other expected for shorter time periods. Important elements:

- Racks permitting the locking of the bicycle frame and at least one wheel while supporting the frame of the bicycle in a stable position without damaging the wheels, frame or components.
- Appropriate placement (highly-visible; close to building entrances)



Long-Term Bike Parking

Accommodates employees, students, residents, commuters, and others expected to park for longer time periods. Examples include bike lockers and attended stations. Important elements:

- Must protect the entire bicycle and components from damage and theft.
- Appropriate location (close to building entrances)
- Weather protection.



Innovative Bike Parking Treatments:



Bike Corrals: On-street Bike Parking



Bike Oasis





Recommended Programs



Education

Education programs enable bicyclists, pedestrians, and motorists to understand how to travel safely in the roadway environment and be aware of the laws that govern these modes of transportation

- Bicycle Skills Courses
- Youth Bicycle Safety Education
- Bicycle Rodeos
- Share the Path Campaign
- Public Awareness Campaign



Enforcement

Enforcement programs target unsafe bicyclist and motorist behaviors and enforce laws that reduce bicycle/motor vehicle collisions and conflicts.
Enforcement fosters mutual respect between roadway users and improves safety.

- Bicycle Patrol Unit
- Bicycle Light Enforcement



Encouragement

Encouragement programs are generally characterized by their focus on encouraging people to bicycle more frequently, particularly for transportation

- School
- Family biking programs
- Bicycling maps
- Valet bike parking at events
- Bike to Work Week/Month
- New bikeway parties
- Bike and Hike to Parks Programs







Cost and Funding



Federal: Transportation, Community and System Preservation (TCSP); Safe Routes to School

State: Bicycle Transportation Account (BTA); CMAQ, Environmental Enhancement and Mitigation Program (EEMP)

Regional: TDA and TransNet, SGIP

Local: Mello-Roos Community Facilities Act, New Development Impact Fee, Vehicle Trip Fee, private funding

sources

Proposed Network Cost Estimates

Facility Type	Unit Cost	Miles of Unbuilt Proposed	Total Cost Estimate per Facility Type	
Class I – Bike Path	\$2,640,000	94.1	\$248,490,000	
Class II – Bike Lane	\$30,000	99.3	\$2,980,000	
Class II- Bike Lane w/ Issues	\$273,000	41.3	\$11,275,000	
Class III – Bike Route	\$14,800	171.2	\$2,535,000	
Class II or III (TBD)	\$273,000	143.4	\$32,154,000	
Bicycle Boulevard	\$124,000	39.4	\$4,881,000	
Cycle Track	\$451,200	6.6	\$2,983,000	
Total		595.3	\$312,298,000	

Proposed Network Annual Operation and Maintenance Costs

Facility/Program	Unit Cost1	Description	Miles	Cost
Class I Maintenance (including Cycle Track)	\$17,000	Annual Cost per Mile	173.0	\$2,941,000
Class II Maintenance (including facility classified as Class II or Class III)	\$2,000	Annual Cost per Mile	593.4	\$1,186,800
Class III Maintenance (including Bicycle Boulevard)	\$1,000	Annual Cost per Mile	323.5	\$323,500
Avg. Cost/Year			1090	\$4,451,300



Next Steps

- Programmatic EIR (PEIR)
 - City Council approval to retain Helix Env. Planning

– Initial Study: May 2012

– Draft PEIR: January 2013

– Final PEIR: June 2013

- Council Hearing: June 2013
- Coastal Commission

Thank you

Q & A

